

Pilgrimage

To

26th Triennial Conclave

August 1895

A.O. 777.

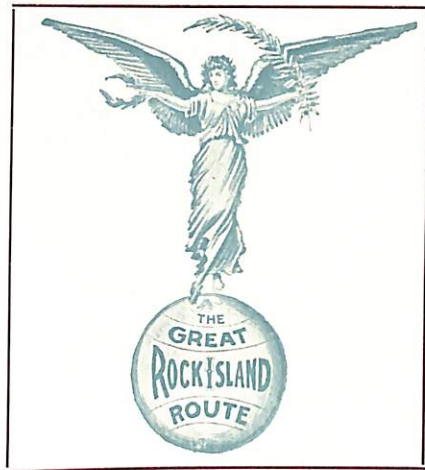


"ON TO
BOSTON"



Compliments

..of..



....and the....





C. A. BATSON, EMINENT COMMANDER

Chairman - Friendly Committee.



JOHN D. FLINT, PAST EMINENT COMMANDER

Treas - Triennial Committee.



E. F. HARTZELL, PAST EMINENT COMMANDER

Secy - Triennial Committee.

St. Joseph Commandery--No. 4

Knights Templar

CHARTERED OCTOBER 5, 1875

Conclaves: First and Third Thursdays



Officers . . . for 1895

CHARLES A. BATSON	..	Eminent Commander
HAMILTON R. TORREY	..	Generalissimo
WILLIAM H. PRINDLE	..	Captain General
GEORGE S. CRUMP	..	Prelate
WILLIAM H. LEACH	..	Sen. Warden
AUGUSTUS F. BRAUN	..	Jun. Warden
JOSEPH S. BROWNE	..	Treasurer
EDWARD C. BROWNE	..	Recorder

DAVID A. TURNER	..	Standard Bearer
DANIEL A. FINN	..	Sword Bearer
FREDERICK WENZ	..	Warder
WILLIAM H. LITTLE	..	Third Guard
WILLIAM H. FIELD	..	Second Guard
GEORGE W. BARR	..	First Guard
HORATIO N. TURNER	..	Sentinel

Annual Conclave * December 19th, 1895

List of Members .. of St. Joseph Commandery. No. 4. K. T.

Allen Henry C.

Austin, John M., P. E. C.
Barkley, John O.
Barr, George W.
Batcheller, Josiah W.
Battreall, Charles A.
Batson, Chas. A., E. C.
Bielhen, Frederick
Birkes, Elijah M.
Blackwell, John C.
Branyan, William L.
Braun, Augustus F.
Brinton, Gideon G.
Broder, John
Brown, Charles H.
Browne, Edward C.
Browne, Joseph S., P. E. C.
Burnes, Calvin F.
Buzard, Benjamin F.
Calder, George
Cammann, Charles L.
Campbell, Donald
Call, Justin B.
Carpenter, Wm. H., P. E. C.
Case, Willard
Claggett, Clarence B.
Cloud, Selustius E.
Cole, Frank W.
Crandall, Emmett M.
Culver, Romulus E.
Crump, George S., P. E. C.
Davis, William B.

Denny, Jordan J.
Dibble, Charles L.
Dolman, John A.
Dowell, Robert A.
Englehart, Charles A.
Field, William H.
Finch, Thomas N.
Finn, Daniel A.
Flint, John D., P. E. C.
Ford, Harry K.
Fredericks, Wm. C.
Gann, Samuel D.
Geiger, Charles G.
Gilbert, Henry C.
Graham, James K.
Graham, William P.
Greenard, A. Frank
Hansen, Henry M.
Hansen, Joseph, P. E. C.
Hartzell, Emanuel F., P. E. C.
Harvey, George W.
Hayward, Joseph
Hayward, William G.
Heaton, Edward
Heermance, Frank D.
Henshaw, Frederick
Henderson, Napoleon B.
Hohl, George M.
Huffman, John M.
Hyde, Calvin A.
Jones, Charles W.

Jones, Otto C.
Keene, Harry
King, Hugh
Kingsbury, Calvin P., P. E. C.
Krumm, William
Lake, Levi B.
Leach, William H.
Liliger, Frank
Little, Canady
Little, William H.
Lower, Isaac
McCauley, S. Pleasant
McCully, Francis M.
McDaniel, Daniel L.
McDonald, Thomas J.
McKillop, Malcolm
McNeil, Charles S.
McNish, Thomas P.
Molinari, Thomas J.
Moore, James R.
Osborn, James M.
Parrish, Thomas H.
Parker, John H.
Patt, John W.
Piner, William A.
Potter, Thompson E.
Prindle, William H.
Ransom, Charles A.
Roe, William C.
Robinson, James H. C.
Rodman, Allen J.

Rogers, Frederick P.
Ross, Donald
Saxton, E. F.
Seaman, Charles H.
Senor, Samuel D., Jr.
Schneider, Ulrich, P. E. C.
Scott, William T.
Shepherd, Wm. M., P. E. C.
Smith, Samuel I.
Smith, Sterling P.
Sparks, John H.
Stannard, Floyd C.
Stephens, John O.
Stewart, Walter C., P. E. C.
Themanson, Albert W.
Thomas, Joshua B.
Torrey, Hamilton R.
Townsend, Robert E.
Turner, David A.
Turner, Horatio N.
Vuille, Louis D.
Walker, John R.
Ward, George
Watkins, Grant S.
Watson, John H.
Wenz, Frederick
Winslow, William D.
Woodson, Stephen C.
Wright, James F.
Wyatt, John C.

Historical



St. Joseph Commandery, No. 4, Knights Templar, was set to work July 24, 1875, by R. E. Sir Samuel A. Gilbert, G. C., under a dispensation dated July 22, A. D. 1875.

The charter is dated October 5, A. D. 1875, and the Commandery was organized under charter by Em. Sir Thomas W. Park, G. C. G., under a special Commission from Grand Commander, October 30, A. D. 1875. The original number given the Commandery when chartered was 29, which was changed by the Grand Commandery October, 1877, to No. 4, the number of the old St. Joseph and the old Hugh De Payens Commanderies then extinct.

The regular conclaves of the Commandery are held on the first and third Thursday evenings of each month at Masonic Temple at the southwest corner of Seventh and Felix streets. The annual election of officers for the ensuing year is held at the second regular conclave in December.

St. Joseph Commandery attended as a body the 20th Triennial Conclave of the Grand Encampment at Cleveland, Ohio, in 1877, the 21st at Chicago, Ill., in 1880, the 23d at St. Louis, Mo., in 1886, the 24th at Washington, D. C., in 1889, and the "Silver Triennial" at Denver, Col., in 1892. The comforts and pleasures of each successive pilgrimage were an improvement on the preceding one, the last, the silver one at Denver, seemingly leaving nothing undone.

"On to Boston"

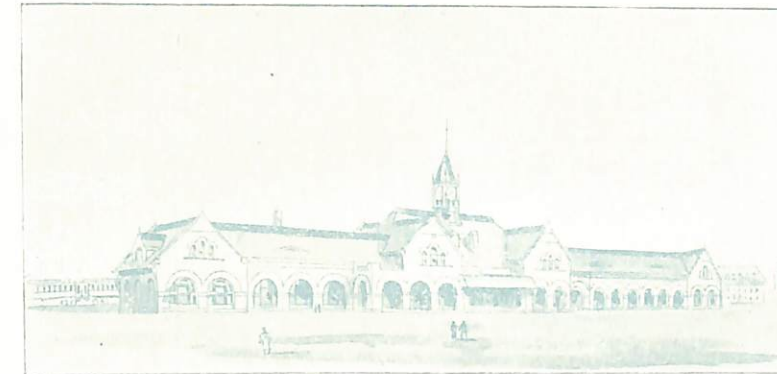
In days of old
The Templar bold
A solemn vow would take:
To Holy Land
With staff in hand,
A pilgrimage to make.

The Templars now
Make no such vow
But thank their lucky stars:
That times have changed
So we've arranged
To go in palace cars.

To "Beanville" where
With ladies fair
The Knights of "Old St. Joe;"
Will make the trip
Without a slip
And land in style "you know."

The Pageant grand
From viewing stand
A gorgeous sight will be:
Then join our ranks
Prepared for pranks
In Boston by the sea.

St. Joseph Commandery... No. 4, K. T.



Union Depot—St. Joseph, Mo.

as a boat of the Richelieu & Ontario Navigating Company has been engaged for a trip down the scenic St. Lawrence river from Kingston to Montreal. From Montreal to Boston, after leaving the Grand Trunk, the special will run via the Central Vermont and Boston & Maine Railways

Arrangements have been made, as far as practicable, for meals at eating stations on the route. The famous commissary car of No. 4 (Denver Plan), with necessary attendants, will accompany the train the entire trip, and an ample supply of refreshments will be obtainable at all times. Should it become necessary to run by a regular eating station in order to gain time, the value and convenience of this adjunct will be appreciated. Much of the running time on the trip to Boston will be made in the night, the daylight being devoted to sight-seeing. The trip down the St. Lawrence river and the ride through the Green Mountains, two of the finest sights of the trip, will be made in the daytime.

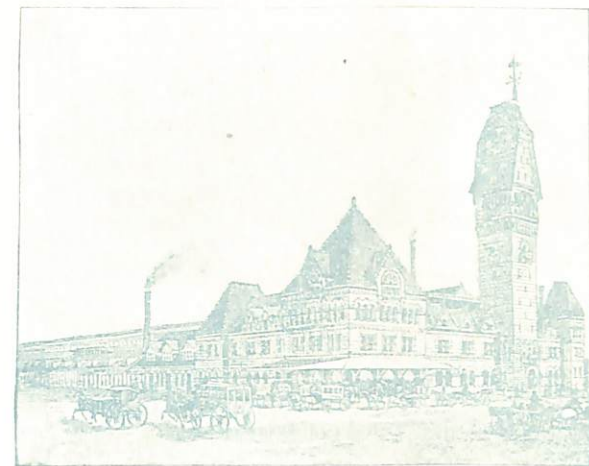
Will leave the Union Depot at St. Joseph, Mo., by special train, consisting of Vestibuled Pullman sleepers, at 6:30 p. m., Wednesday, August 21, 1895, to attend the 26th Triennial Conclave of the Grand Encampment of Knights Templar to be held in Boston, Mass., August 27 to 29, 1895, A. O. 777.

The Commandery has made arrangements to go via the following routes: The Chicago, Rock Island & Pacific Railway from St. Joseph to Chicago; the Chicago & Grand Trunk Railway from Chicago through the famous St. Clair tunnel connecting Port Huron, Mich., with Sarnia, Ont.; thence over the same line to Montreal, via Niagara Falls, Toronto and Kingston, where stops will be made for sight-seeing. From Kingston to Montreal the party will have choice of rail or boat.

Two Important Railway Stations
in the City of Chicago



Terminal Station of the Great Rock Island Route
Chicago



Terminal Station of the Grand Trunk Railway
Chicago

Niagara Falls ❁



Niagara Falls

grand spectacle. With each succeeding visit Niagara grows in height, in power, in majesty, in solemnity. From the Canadian side, where the St Joseph party will view the falls, the great cataract of America comes thundering, smoking down, glittering with green and white rollers and rapids, hurling the waters of a whole continent in splendor and speed over the sharp ledges of the long, brown rock by which Erie steps proudly down to Ontario.

The St. Joseph special will arrive at Niagara Falls about 6:30 o'clock Friday morning. Sunrise at Niagara will be one of the grand spectacles of the trip. The Falls of Niagara are the grandest specimens of Nature's handiwork on this continent. The whirling floods, the ceaseless monotone of the thunderous roar, the vast clouds of spray of the morning mists that catch in their depths the dancing sunbeams of the early rays of the sun and transform them into hues of a thousand rainbows, seeming to outvie each other in their tribute of homage to the mighty cataract, form a scene never to be forgotten. Over a precipice 164 feet in height the waters of Lake Erie come tumbling in one grand plunge on their way to Lake Ontario. A grander spectacle is not to be seen on the American continent, if in all the world.

To describe Niagara is impossible. The finest writers of the English language have acknowledged the feebleness of words in attempting to convey to their readers an impression of the



Chicago AND St. Clair Tunnel



Masonic Temple—Chicago

through the majestic St. Lawrence river, is more than two miles in length, and the longest sub-marine tunnel in the world.

The St. Joseph Commandery special will arrive in Chicago at 9:30 o'clock Thursday morning. The time intervening between that hour and 2 p. m. that afternoon will be devoted to sight seeing. No one need to want for an enjoyable place to go in this great commercial metropolis with its sky-scraping buildings, its magnificent parks and boulevards, its world-famous packing houses, and scores of other objects of interest. The Masonic Temple, twenty-two stories high, will be the center of interest to the pilgrims. Promptly at 2 p. m. Thursday the special will leave the Dearborn station of the Chicago & Grand Trunk road. After circling Lake Michigan on the south the State of Michigan will be crossed during the afternoon and evening, Lansing, the capital, being among the prominent cities passed enroute.

The special will pass through the famous St. Clair Tunnel, the most remarkable tunnel in the world, and the link that binds two great nations together. This tunnel, over which flows all the waters of the great lakes which later tumble over the cliff at Niagara Falls, and eventually reach the Atlantic



St. Clair Tunnel—Grand Trunk R'y

☺☺☺ Toronto ☺☺☺

Leaving Niagara Falls at 2 p. m., Friday, and passing around the west end of Lake Ontario and through Hamilton, the special will arrive at Canada's "American City," Toronto, at 5:30 p. m. the same afternoon. This capital of the Province of Ontario, with a population of 180,000, is one of

the most flourishing cities in the Dominion. The whole city lies spread out for miles along the water front and occupies a great slope which stretches down to the lake from the hills or terraces. Toronto has been well named the "Queen City." She holds a proud position among the cities of the world, not alone as being



thoroughly enterprising and "up-to-date" in every particular. With beautiful homes, stately churches, magnificent public buildings, charming drives, and, in fact, in all that goes to make up an ideal city, Toronto ranks second to none.

Having copied so much of the American idea, spirit and enterprise in its institutions, it is viewed with great interest and delight by American people. The city is noted for its broad streets, and the light colored brick of which the city is generally built presenting a soft and pleasing tint to the eye.

Its fine universities, including the Toronto and the Trinity, its vast cathedrals, and particularly the St. James, the hundreds of magnificent residences, the massive public buildings, and the lovely parks make it one of the most attractive cities to be visited by the fraters on the pilgrimage. The committee which has spent weeks in planning the Boston trip have arranged it so that the day spent in Toronto will be one of the finest of the trip so far as sight-seeing is concerned.

St. Lawrence River ❀❀❀❀

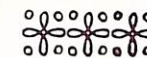
morning for one of the most thrilling, refreshing and charming day's ride of the entire trip. Amazon boasts of its great width, the Mississippi of its length, the Hudson of its historic traditions, and the Rhine of its ruined castles, yet the St. Lawrence is more attractive to the tourists than either, and gains by comparison with either or all of them. On alighting from the train, the broad expanse of water, and the pleasant situation of the city of Kingston, form a most refreshing picture after a 1,200 mile ride. The vicinity of Kingston abounds in lovely scenery. The trip down the St. Lawrence will occupy the entire day, and from its inception at Kingston wharf to the landing at the dock at Montreal at 6:30 p. m., is a succession of changing delights, embracing a panorama of shifting scenery in endless variety.

A more picturesque river archipelago nowhere exists than the Thousand Islands. Alexandria Bay, the "Saratoga of the St. Lawrence," Brockville and Morristown, Ogdensburg and Prescott passed in our trip we begin to approach the famous rapids of the St. Lawrence. The first rapids, The Gallopes, and the Du Plat, are comparatively unimportant. The enthusiasm and excitement are not aroused until the Long Sault is reached. These rapids are nine miles in length. The scenery in the passage of these rapids is grand and beautiful. Below the Long Sault, the river expands into Lake St. Francis five and one-half miles wide by twenty five miles long. The next tumultuous rush is through the eleven miles of the Coteau, Split Rock and Cascade rapids, in three sections of almost continuous descent. After a twelve mile ride through Lake St. Louis we come to the famous and perilous Lachine Rapids, the most difficult of navigation on the St. Lawrence river. The Lachine Rapids passed, a turn in the river and the famous Victoria bridge at Montreal is seen. The day has been filled with a succession of delights, unapproachable in a day's experience elsewhere on the American continent.



Among the Thousand Islands

Montreal



Victoria Bridge—Montreal

vated out of solid rock supplied by water from the Lachine Rapids. The wharves at Montreal are not equaled in America. Its ports form the connecting link between the ocean, the great lakes and rivers, and railways. The parade grounds, monuments and other places of historic note, will amply repay for the time consumed in this aged and quaint city.

The approach by the river to Montreal presents a picture surpassingly beautiful. On the way down the tumultuous Lachine Rapids the boat passes Nun's Island, a high mound of peculiar shape, which belongs to the grey Nunnery, in Montreal. Montreal, the metropolis of British North America, from its many commanding features of interest, is an objective point for the majority of tourists. Those continuing on special train from Kingston to Montreal will have from Saturday noon to 2 o'clock Sunday morning for sight-seeing in Montreal. Those who come down the St. Lawrence by boat will reach Montreal about 6:30 p. m. and have until 2 a. m. Sunday to "do" the place. Among the sights afforded tourists is the Cathedral of Notre Dame, the largest church building in America, capable of seating 10,000 people, with its gigantic towers, and mammoth bell weighing 30,000 pounds, its musical chimes of bells and magnificent views from the tower, the palatial Windsor, the Government house, hospitals, statue of Her Majesty, Nelson Monument, Mt. Royal and its cemetery, and the wonderful reservoirs excavated



Notre Dame—Montreal

GREEN HILLS...of VERMONT

... At 2 a. m. Sunday, the special which has been standing in the Bonaventure street station of the Grand Trunk road at Montreal for more than twelve hours, will start on its final run for Boston. Across the famous tubular Victory Bridge, two miles in length, and built at a cost of six million dollars by the Grand Trunk, the Special will cross the St. Lawrence and speed away to the Green Hills of Vermont. Nowhere in the space of a

day's ride by rail on the

American continent can there be found crowded into the short space of from sun to sun a more diversified collection of beautiful land-

scape scenery than that spread out in grand panorama through the State of Vermont. It is a favorite with tourists. Around the regions of Lake Champlain and Northern Vermont cluster many points of interest, each having a peculiar charm. Having passed from the dominion of Her Majesty with the early morning hours the earliest riser will be greeted with the broad Stripes and bright Stars of his native land under whose protection the remainder of the journey through the Green Hills to the sea will be accomplished.



Green Hills of Vermont.



***** At Boston . . . CONTINUED



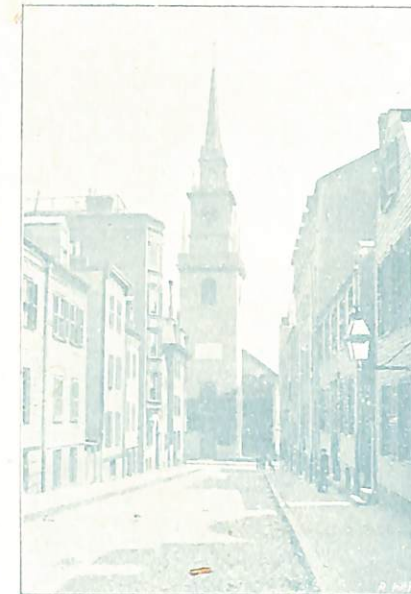
Bunker Hill Monument

Having planned to reach Boston on the second day before the grand parade there is plenty of time afforded for delays caused by accident or otherwise enroute. Should the special arrive in Boston as scheduled by the railroads and assured by them, the party will have two nights and a day to rest and refresh themselves before the grand parade.

Meals while in Boston may be taken at the pleasure of the individual at any of the numerous hotels and restaurants, or may be arranged for at the sleeping quarters by giving sufficient notice. Past experience has proven this plan to be the most satisfactory to all concerned.

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Arrival at Boston ***



Christ Church—"Old North"

After enjoying a variety of wild and picturesque scenery through the Green Mountains of Vermont, the special will arrive in Boston at 4 p. m. Sunday, thus enabling the pilgrims to reach their quarters and become acquainted with the surroundings before night.

Arrangements have been perfected for sleeping quarters at 694, 698 and 700 Fremont street which is in the most fashionable and desirable part of Boston, and within a short distance of the headquarters of the Grand Encampment, and the Grand Commanderies of Missouri, Massachusetts and Rhode Island. This location will be convenient to the line of march for the grand parade on August 27th.

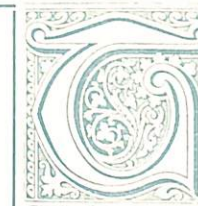
Side Trips

Homeward Bound

Good bye "Beanville," a fond adieu !
The best of friends must part.
We've stained your town a brilliant hue,
And now we must depart.

Therefore good-bye, therefore adieu,
Although it seems so sad
To leave behind kind friends and true,—
It is the Templar's "fad."

Once more good-bye, once more adieu,
We've sampled all your "beans,"
We cannot take your "Hub," 'tis true,
But would had we the means.



HERE ARE so many attractions offered by a sojourn of a few days or weeks in Boston, or its vicinity, at the season that the fraters will visit the metropolis of New England, that it is almost impossible to repeat them. The Sir Knights and their friends will visit New England under the most favorable conditions, when the resorts which are so numerous and attractive will be made more so by the addition of so many visitors to the usual number at this season of the year. These points of interest, both from a historical and scenic view, will be attractive not only to

those who may, perhaps, be visiting them for the first time, but for those who may have a personal acquaintance with them. Many of these points may be reached within a few hours, so that visitors may leave Boston in the morning and return at night.

Nantasket Beach, a great favorite, can be visited at a cost of fifty cents. A delightful trip is that to Portland, Me., and the beautiful Casco Bay, an all day's sail to and from, for \$2. Scores of other points can be reached by boat, including Bar Harbor.

By rail Cape Ann, Buzzard's Bay, Naragansett Pier and other points can be reached at a small expense. Such historic places as Concord, Lexington, Plymouth, Mass., and other points can be reached by short excursions. For more extended round trips, Saratoga \$9, White Mountains \$10, Moosehead Lake \$13.50.

Numerous other points combining seashore, the lakes, the forests, the mountains, can be made at equally as small cost.

Return Trip

The Commandery will not return as a body, but leave each one free to exercise their own pleasure in visiting other points of interest in the East, and calling on relatives and friends. The choice of routes returning will be left to individual selection.

The Chicago & Erie Railway has offered to those returning over the Erie Lines a trip via Saratoga, Chataqua Lake and Niagara Falls, thence through Northern Ohio and Indiana to Chicago, with stop-over privilege.

Those desiring to return by a more Southern route, can go by boat by the Norwich Line from Boston to New York City, then take the Lehigh Valley Railroad to Niagara Falls, where they make connection with the Grand Trunk Railway for Chicago. The Lehigh Valley road carries the traveler over one of the most charming daylight routes in the whole system of Eastern lines of travel, and through the most scenic parts of three great States.

Many places of historical, industrial and commercial interest are located on the Lehigh Valley road. Perth Amboy, the first port of entry in the United States north of latitude thirty degrees, where the navigator Sebastian Cabot landed in 1517, and which was established by the Hudson Bay Company first as a trading post; the Bethlehem Iron Works, where steel plates and heavy guns for the government are made; the Musconetcong Tunnel, with its double track, second to none in the country; Mauch Chunk, strikingly wild and impressive, abounding in fine scenic displays and one of the most picturesque places on the continent; the panorama of views from the mountain side into the Wyoming Valley, which are richer than words can describe, are a few of the treats along this route.

Tickets on all lines will be good for returning up to and including September 10, 1895, but may be extended to October 5, 1895, before leaving Boston, by applying to the agent of the terminal line, or I. L. Loomis, New England Passenger Agent, C. R. I. & P. Railway, 296 Washington Street, Boston.

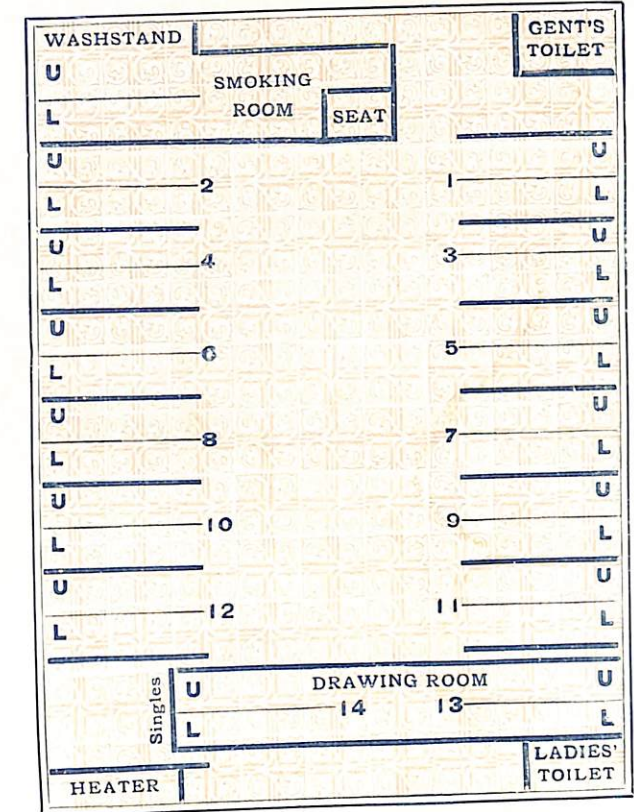
PULLMAN CAR

WASHSTAND	SMOKING ROOM		SEAT	GENT'S TOILET
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L				L
Singles	U	DRAWING ROOM		U
	L	14	13	L
HEATER				LADIES' TOILET

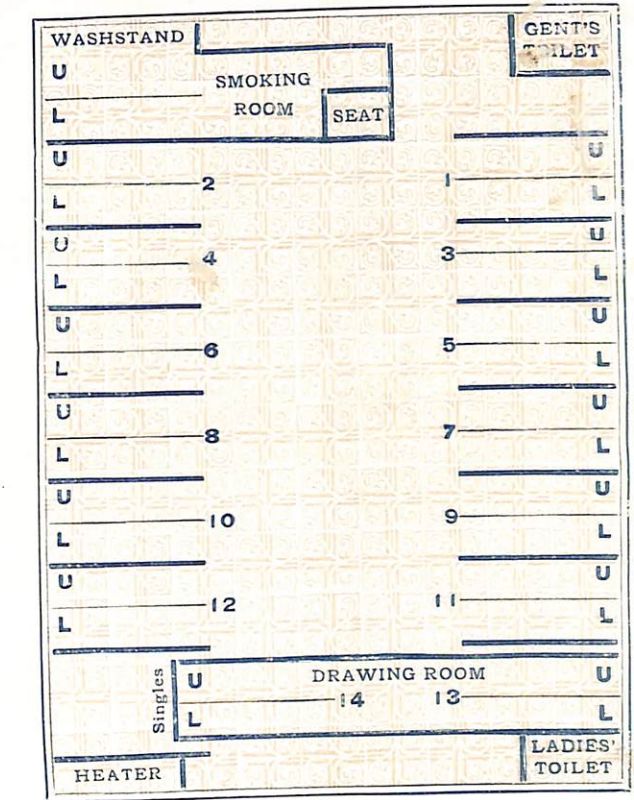
PULLMAN CAR

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Singles	U	DRAWING ROOM		U
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HEATER				LADIES' TOILET

PULLMAN CAR



PULLMAN CAR



PULLMAN CAR

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Singles	U	DRAWING ROOM		U
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HEATER		LADIES' TOILET		

PULLMAN CAR

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Singles	U	DRAWING ROOM		U
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HEATER		LADIES' TOILET		



